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# REPORT OF THE CO-FINANCING MEETING FOR PROJECTS IN CENTRAL AFRICAN TRANSPORT CORRIDORS

Pointe-Noire (Congo) 3-5 November 1986

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ANNEXES

I. EVALUATION OF THE CO-FINANCING MEETING FOR THE PROJECTS IN CENTRAL AFRICAN TRANSPORT CORRIDORS

II. VOTE OF THANKS

## A. ORGANIZATION

1. The co-financing Meeting on projects relating to Central African Transport Corridors was held from 3 to 5 November 1986 in Pointe-Noire, Congo at the headquarters of the Agence transcongolaise des communication (ATC) at the invitation of the Congolese Government.

## B. ATTENDANCE

2. The only country represented was the Congo.

3. Representatives of the following organizations also attended : The United Nations Development Programme (UNDP), the United Nations Conference on Trade and Development (UNCTAD), The African Development Bank (ADB), The Union douanière de l'Afrique centrale (UDEAC) and The Caisse centrale de coopération économique (CCCE).

4. France, the Commission of the European Communities and the European Economic Community attended as observers.

## C. OPENING OF THE MEETING

5. On benalf of the participants and on his own behalf, the Executive Secretary of ECA thanked the Government and people of the People's Republic of the Congo for the warm welcome extended to all the delegates since their arrival in Pointe-Noire. He then briefly explained the role that ECA, as lead agency for the Decade, played in implementing the objectives of the Decade by acting as a catalyst and animator for the actions undertaken by others. ECA had been specifically charged with the responsibilities of assisting the Secretary-General of the United Nations in mobilizing resources for the Decade, monitoring and co-ordinating the implementation of the programme and reporting to various African Conferences.

6. As part of its resource mobilization drive, ECA had organized nine technical consultative meetings, but these had fallen short of expectations. A fresh approach, known as co-financing had been adopted. It is simply defined as an arrangement for securing the financing of a project from more than one source. The co-financing meetings differ from the technical consultative meetings in scope of activities, focus of attention, commitment, degree of preparation of documents and outlook.

7. The purpose of the current meeting was to provide a forum at which African officials and donor countries and financial institutions could consider a selected number of projects from all transport and communications modes within given Central African transport corridors. He expressed the hope that those countries which were able to assist Africa would resolve to make a more strenuous effort to implement the Decade programme because African countries had made it abundantly clear that transport and communications were among their highest priorities as far as regional development was concerned.

8. Finally, he said that the current meeting was part of many efforts made by ECA to secure additional financial and technical resources for the implementation of projects and that the presence of donors was proof of their continued commitment to the United Nations Transport and Communications Decade.

9. In his opening statement, His Excellency Mr. M. Moundele Ngollo, Congolese Minister for Public Works, Construction, Town Planning, Housing and Environment, welcomed participants to Pointe-Noire, starting point of the Trans-Equatorial Corridor. He said that in view of its geographical position his country has always been prepared to give priority to projects of common interest and that he felt sure that other countries of the sub-region were making similar efforts to help landlocked countries. Transport difficulties have repurcussions that were even harder on the economies of landlocked countries especially since such countries were facing financial crises as a result of climatic changes and the debt burden.

10. In order to find satisfactory solutions to their transport problems, African countries should pull their efforts together in seeking financing because if they sought such financing on an individual basis they would succumb to external pressure and might not achieve their objectives. The efforts made by ECA to secure financing for the projects of the United Nations Transport and Communications Decade for Africa should be supported by the African countries which were the principal beneficiaries of such efforts. In that regard, he very sincerely thanked the Excutive Secretary for his tireless efforts in favour of the Decade. He also thanked the financial institutions and donor countries that had never failed to provide assistance whenever joint infrastructural projects were concerned.

11. He appealed to donors to consider the problems favourably especially as far as the terms of financing were concerned and expressed the hope that special interest would be accorded to the projects of his country. He then declared open the first co-financing meeting on projects relating to Central African Transport Corridors.

## D. ACCOUNT OF PROCEEDINGS

### Adoption of the Agenda and Organization of Work (Agenda item 2)

12. The meeting adopted the following agenda as proposed by the ECA Secretariat:

1. Opening of the meeting
2. Adoption of the Agenda and organization of work
3. Introduction of the document prepared by ECA
4. General statements from donors
5. Presentation of projects and debate
6. Any other business
7. Evaluation of the meeting
8. Adoption of the report and closure of the meeting.

Introduction of the document prepared by ECA : (Agenda item 3)

13. In his preliminary remarks on document DEC/TRANSCOM/CFM/1, a member of the Secretariat said that ECA had carried out two series of missions to prepare the meeting : a sensitization mission to some financing agencies and another to the four countries concerned to obtain accurate information on priorities, secure individual and collective commitment in order to implement the projects of the selected corridors and to update the project documents.

14. He placed the co-financing meeting in its historical context. In order to assist African countries in mobilizing the funds required for the Decade projects ECA had organized nine technical consultative meetings during which it had noted that subregional and regional projects whose implementation would have greatly contributed to opening up the 14 landlocked African countries had not attracted as much financial resources as had national projects. To remedy that situation, ECA had decided to organize co-financing meetings with the following characteristics : selective meetings, meetings co-organized by ECA and other financing agencies, joint support of the countries and better preparation of project profiles.

15. He indicated that corridors selected for the meeting were the Trans-Equatorial and Trans-Cameroonian corridors and showed the links between the major projects involved in the two corridors. In conclusion, he recalled that 28 projects estimated to cost 302.5 billion CFA francs had been programmed ; 30 per cent of the amount had been mobilized. Seventy per cent or 209.6 billion CFA francs remained to be mobilized. African countries themselves had supplied 40 per cent of the amount already mobilized and the rest had been obtained from external sources.

General statements from donors : (Agenda item 4)

16. The representative of the African Development Bank (ADB) said that the general situation of African economies made it necessary to review the approach to mobilizing resources for the development of transport in Africa. Although transport was an indispensable support to economic activity, it should not be a burden for the economy in general and public financing in particular.

17. Since the beginning of its operations in 1967, the ADB Group had accorded special attention to improving transport infrastructure and related activities. As of 31 December 1985, the commitments of the ADB Group for the transport sector represented nearly 25 per cent of total financing granted by the group. A glance at the second phase of the Transport and Communications Decade for Africa showed that the Group was involved in 40 projects that had either been implemented, were on-going or were expected to be submitted to the ADB Governing Council during the current year. Seventeen of those projects had been financed by the Group alone.

18. The transport sector of the four countries concerned directly or indirectly by the transport corridors of Central Africa had received for projects approved as of October 1986 more than 35 per cent of the Group's commitments or about 165 million units of account out of a total of about 465.7 million units of account for all loans granted to those countries. The commitments for the transport sector concerned a total of 17 projects eight of which were in Cameroon, five in the Congo and two each in Chad and CAR.

19. The projects on the agenda on the current meeting were new to the African Development Bank Group and no official requests appeared to have been sent to the Bank by the States concerned.

20. In view of the weakness of African economies, he felt that emphasis should be put on rehabilitating and maintaining transport infrastructure in order to strengthen their impact on economic development. That did not exclude, where necessary, the expansion of networks particularly for the development of landlocked States or potentially productive areas.

21. The projects to be submitted should respond to the priority economic development needs of the countries concerned and be part of a coherent development framework for the transport sector. To be able to secure financing, adequate and satisfactory preparation should have been made on both the economic and technical feasibility of such projects.

22. The ADB Group would be willing to give appropriate consideration to any request that was sent to it.

23. The representative of the European Economic Community (EEC) said that the community was preparing its Sixth Programming Cycle made up of two components:

(a) A national component : comprising rural development projects with respect to which the countries had already made known their requirements to EEC;

(b) and a regional component on which preparatory work was being done. The countries concerned had been requested to send in their requirements. The current meeting would help EEC to prepare the programme and as soon as the components were determined the countries concerned should make the appropriate approach to the Community authorities.

24. The representative of UNCTAD stated the strong commitment of his organization to providing technical assistance to landlocked African countries in their efforts to develop the transport systems of the region. UNCTAD was deeply involved in the transit transport projects in the Eastern and Southern African subregion, particularly in the areas, inter alia, of cargo tracking and transit systems, transit documentation and customs procedures, port training, port management and accounting in the ports of Beira, Nacala and Maputo in Mozambique and Dar-es-Salaam in Tanzania. It had also assisted these countries in establishing documentation and information processing systems as well as the management of related land transport systems. It also assisted in the establishment of dry ports in the landlocked countries.

25. UNCTAD stood ready to provide similar technical assistance to the countries of the Central African subregion based on its extensive and successful experience in Eastern and Southern Africa.

26. The representative of France said that his country appreciated the efforts made by ECA and the initiative that had led to presentation of documents of such excellent quality which was clear, accurate and permitted each project to be placed within a general context. This could only facilitate the understanding of problems within a regional setting.

27. French co-operation was all the more receptive to that effort in that it felt that the economic and social development of the region was dependent on trade among States. That explained the considerable involvement of French co-operation agencies (technical assistance, FAC financing, assistance from para-statal agencies) in the sector and special attention focused on manpower training (ESACC).

28. French technical co-operation would accord great attention to the projects presented focusing particularly on the following aspects :

(a) Forecasting traffic assessments in order to bring investments as much as possible in line with requirements ;

(b) Examining the optimal utilization of available human and material resources and hence laying down sound technical and financial organization ;

(c) Improving its own efficiency by instituting a new form of co-operation, for example ;

(d) the need to maintain infrastructure and equipment.

29. French co-operation, aware of the high priority that should be accorded to opening up landlocked countries and of the crucial economic role of transport and communications activities along the two Central African corridors, would strive to contribute efficiently, within its means, to the creation and improvement of technical and economic conditions for the movement of goods and people.

30. The ECA Executive Secretary said that France had been supporting the Transport and Communications Decade for Africa ever since it was launched and seized the opportunity to pay a glowing tribute to France.

Presentation of national projects (Agenda item 5)

31. The representative of the Congo indicated that he wished to introduce three road projects which were not included in the document prepared by ECA. The meeting decided that those projects would be presented later.

MMP-11-001 : CONTAINER TRAFFIC DEVELOPMENT ALONG THE TRANS-CONGOLESE TRANSPORT SYSTEM

32. The representative of the Congo said that the container traffic had developed very rapidly and had increased seven fold since 1977. Forecasts for the ports of Pointe-Noire were 755,500 tons by the year 1991.

33. The project for the development of container traffic comprised the following operations.

- Pointe-Noire Harbour : Establishment of a genuine container terminal comprising:

  (a) Two berths of a total length of 430 metres and costing 5 billion CFA.

  (b) Construction of a container yard of more than 10 hectares with road and rail links and additional equipment worth 4.4 billion CFA francs.

  (c) The transfer of the oil berth currently situated where the two future berths will be, at a cost of one billion CFA francs.

- Railways : Acquisition of two batches of 50 container wagons at a total cost of 5.5 billion CFA francs.

- Brazzaville Harbour : First phase, construction of a berth, yards, purchase of 40-ton crane at 20 m, a mobile 45-ton crane at three metres at a total cost of 1.385 billion CFA francs financed by BDEAC ; phase two, expansion of the container yard at a cost of 900 million CFA francs.

- Inland water transport : Purchase of an initial fleet of container carriers composed of one 400 horse power tug boat and six 300-ton barges at a total cost of 1.25 billion CFA francs; purchase of a second river fleet in 1989 for the same amount.

34. The overall cost of the project was thus 19.785 billion CFA francs of which 8 billion would be rolling stock.

35. Following that presentation, the representative of ADB requested some explanations on the foreign exchange portion of the cost, priorities within the project, availability of studies carried out and the financial viability of the project. the representative of the Congo said that the studies were available and distributed them to participants. He said that out of a total of 19.785 billion CFA francs, the foreign exchange portion was 15.2 billion and that containerization was the second priority after the development of inland water transport.

INP-11-001 : EXPANSION OF FACILITIES AT THE PORT OF BRAZZAVILLE AND CONSTRUCTION OF SECONDARY RIVER PORTS.

36. The representative of the Congo said that a meeting had been held in January 1986 on the projects and that the implementation of the following components had been deffered : expansion of facilities at the port of Brazzaville and construction of seven secondary river ports. However, the component on transport along the Kouilou river had been expanded and comprised the construction of four ports. Priority had therefore been given to expanding the Brazzaville boatyard and to transport along the Kouilou river. The total cost of the project was 4.050 billion CFA francs to be carried out in three stages between 1987 and 1992.

Discussions

37. The representative of ADB said that his Bank had been contacted by the Congolese Government with respect to river port projects in Northern Congo and that if the implementation of those projects had been deffered the Bank's interest in the project would be compromised. The Northern Congo port project should facilitate the transport of timber to Brazzaville.

38. The representative of the Congo said that the priority had been re-examined because of his country's economic situation and that before building river ports other components had to be finished. In the light of such information, it was agreed that the request previously submitted to ADB was no longer valid.

INP-11-004 : DEVELOPMENT OF TIMBER COMPONENT AND LOG TERMINALS ALONG THE TRANS-CONGOLESE TRANSPORT SYSTEM.

39. The reprensentive of the Congo said that out of a total tonnage 904,700 handled by Pointe-Noire harbour in 1985, about a half was timber with a significant component coming from neighbouring countries. The project aimed at developing timber resources through a series of coordinated activities along the Trans-equatorial transport system in order to meet the transport demand which was estimated at 800,000 tons at Pointe-Noire harbour around 1991.

40. The first phase of the project involved the purchase of equipment for transporting floated timber and timber carried on barges. It comprised the purchase of three 400 - horse power tugboats, one 300 - horse power tugboat, twenty-one 300 - ton barges, 16 smaller tugboats and spare parts costing 5.325 billion CFA francs. The project is complemented by lifting gears at the port of Ouesso.

41. Along the central link of the trans-equatorial chain, i.e., CFCO, the project's aim was to improve the Brazzaville log ports in order to facilitate the formation of block-trains at a cost of 230 million CFA francs; to improve some loading points at Loudima, M'Binda and Mossendjo at a cost of 155 million CFA francs; to improve transport capacity by purchasing soldering equipment, single block wheels and rehabilitating 30 wagons at cost of 170 million CFA francs; increasing the transport capacity through purchase of 31 wagons of 21 M. at a cost of 1.580 billion CFA francs.

42. The expansion of the port's timber yard would cost 430 million CFA francs. The total cost of the project was 8.460 billion Francs.

Discussions :

43. The representative of ADB said that this project would be intersting provided it was a coherent whole. ADB was interested in both the development of forests and the river transport of timber. It was therefore important to consider the river projects together and add the transport of timber to them. This would mean linking the projects to those whose implementation had been postponed. If the Bank's fears were allayed it could be interested in financing the projects.

44. The representative of the Congo said that there was no contradiction between projects INP-11-001 because operators would not use the ports whose construction had been postponed. In order to improve the presentation of this project the title would be changed to read "Development of Timber component and Log Terminals". It was agreed that the project could interest the Bank provided it was combined with project INP-11-001.

INP-11-005 : ACQUISITION OF A DREDGER FOR MAINTENANCE OF THE APPROACHES TO THE PORT ZONE OF BRAZZAVILLE AND FOR DREDGING WORKS IN NORTHERN CONGO

45. The reprensentative of the Congo said that the aim of the project was to improve access to the Port of Brazzaville; it comprised a component on the safety of navigation. Brazzaville harbour had a small dredger which could not dredge more that 150 m3/hour.

46. A study carried out by SOGREAH at the request of the Congolese Government had recommended the purchase of a powerful dredger and gave its technical specifications. The project involved purchasing a dredger with a maximum productivity of between 1,000 and 1,200 m3/hour and an average productivity of 800 m3/hour. The cost of the project had been estimated at 1.2 billion CFA francs.

Discussions :

47. The representative of EEC said that the project had not been submitted to the Community by the Congolese Government and that it was a purely Congolese project outside the scope of EEC financing.

48. The representative of UNDP also said that the project had not been among the priority projects submitted by the Congo to UNDP.

49. The ADB respresentative said that in its current form, the project could not interest his Bank. He suggested that it should be included in the projects that had just been considered particularly the development oi timber component (INP-11-004).

50. The representative of the Congo said that the project was basically meant for the port of Brazzaville and that it had been split because some donors were only interested in financing equipment.

51. Since the meeting was a co-financing meeting, it was recommended that it be combined with project INP-11-004.

HAP-11-004 : REHABILITATION OF THE OUTER BREAKWATER AT THE PORT OF POINTE-NOIRE.

52. The representative of the Congo said that in view of the considerable damage that had been done to the outer breakwater of the port of Pointe-Noire, a bureau of specialized consultants had been asked to carry out a study. It had concluded among other things that further deterioration could cause the partial ruin of the port in the next few years if repairs were not quickly done and the breakwater was not reinforced.

53. In view of the scope and urgency of the work, a contract had been signed between the Laboratoire Centrale d'hydraulique de France (LCHF) and ATC. The LCHF study had been financed by FAC under an agreement between the French Republic and the People's Republic of the Congo. In the extension of the studies, SOGREAH had been assigned the task of preparing a detailed prefeasibility study and tendering bids for the work.

54. He then mentioned the planning of project operations which would begin in December 1986 and end in October 1987. That planning should make it possible to finish the work before May 1988, i.e., before a new season of strong tidal waves. The project cost was 3 billion CFA francs.

Discussions :

55. The representative of CCCE said that an amount of 600 million CFA francs would be allocated to the project.

RAP-11-001 : PRIORITY PROGRAMME FOR TRACK WORKS BETWEEN LOUBOMO AND BRAZZAVILLE.

56. The representative of the Congo said that a new project profile had been prepared and that it would replace the project profile in the document prepared by ECA.

57. Considerable investment had been made by ATC to improve the tracks of the Chemin de Fer Congo-Océan mainly between Loubomo and Brazzaville along a distance of 343 km. A study carried out by Canadian consultants showed that the project was not financially profitable. In view of the conclusions of the study, CFCO had planned to implement a minimum priority programme of work which was detailed in the new document prepared by ATC.

58. The total cost of the project was 5.4 billion CFA francs. There was no reaction from financial and institutions on this project.

CHAD

59. In the absence of the representative of Chad, the Chadian projects were presented by a representative of the ECA secretariat.

HAP-09-001 : CONSTRUCTION OF A WAREHOUSE IN THE UDEAC ZONE AT THE PORT OF DOUALA (CAMEROUN)

60. It was a new project which was part of the development of the external trade of landlocked countries; such development was one of the priority objective of UDEAC. Cameroon had provided an area in the port of Douala for the creation of the special zone and funds for constructing the basic infrastructure had been provided by EDF and BDEAC. What remained to be done now was the actual construction of storage facilities.

61. The project concerned the construction of a warehouse at the port of Douala and the purchase of appropriate cargo handling equipement. The advantages of the project were more accurate planning of operations, stabilisation of cargo flows, consolidation of cargo lots for the same destination, improved storage conditions and fewer risks of damage to goods and wastage. The cost of the project had been estimated at 1.5 billion CFA francs.

Discussions :

62. The representatives of ADB and CCCE asked questions on the status of studies, how the warehouse was going to be managed and the status of BDEAC commitment in the project.

63. The representative of UDEAC said that UDEAC co-ordinated the activities of the three countries concerned and that it had been agreed to have separate management for that part of the port. However, the final structure had not been decided upon. The feasibility study carried out in 1985 by UNICONSUL was available and he would send a copy to ADB later.

64. Following those explanations, the ADB representative said that the Bank would consult the feasibility study and the technical studies would have to be carried out. ADB could be interested in the projects if it received an official request and adequate information from the government of Chad.

65. The following two road projects were considered together :

ROP-09-001 : Rehabilitation of the Guelendeng-Sarh Road. This raod linked Sarh, one of the economic centres of Chad, to the capital, N'Djamena. the project was very important for the transport of sugar and fabrics manufactured respectively by SONASUT and STT between Sarh and N'Djamena. The cost of the project had been estimated at US$5.5 million and its implementation should start shortly. The World Bank had showed interest in the project.

ROP-09-002 : Rehabilitation of the Bancor-Lai Road. This raod was the shortest route between N'Djamena and the farming areas of Mayo-Kabbi, Lai and Doba. The project concerned the light resurfacing of the road, repair of the poorer sections of the road and cleaning out the ditches. It was estimated to cost 2.3 million dollars.

Discussion :

66. The representative of ADB said that the Government of Chad had carried out a study which had covered a set of priority projects including the two projects and that other priority projects selected had not been included in the ECA documents. ADB was associated with the World Bank in implementing roads projects in Chad. The two organizations woul be interested in both projects which are included in the priority programme identified by the study.

67. The two other projects on studies were presented as follows :

ROP-09-004 : Study on the Moundou-Lere (Cameroon Border) Road. The road was the Chad section of the Moundou-Guidjiba main road linking the southern provinces of Chad to the Garoua-Ngaoundere-Douala asphalted road in Cameroon. The road would be 116 kms long with 9 m-wide road bed and 6 m-wide roadway. When built it would improve trade between Cameroon and Chad. The project cost was estimated at 2 million US dollars.

ROP-09-005 : Study on the Sarh-Abeche Road. The aim of the project was to carry out studies in order to develop the road which was one side of the triangular road network linking the three regional capitals of Chad : Sarh, Abeche and N'Djamena. The project consisted of studies to be carried out in two phases; the first phase comprised light resurfacing, improvement of difficult sections and laying of drainage pipes in flooded areas. The second phase comprised the repair of 611 km of road. The road bed would be 9 m wide and a large bridge would be constructed over the Chari as well as six small bridges. The total cost of the project was estimated as 2.5 million dollars. The World Bank had accepted the principle of carrying out the study although the economic rate of return was relatively low.

68. There was no reaction from the donors.

CAMEROON

69. In the absence of the representative of the Republic of Cameroon the ECA Secretariat introduced to the meeting the following Cameroon country projects:

(i) ROP-06-001 : CONSTRUCTION OF THE FOTOKOL-KOUSSERI ROAD (102 KM)

70. This is a national project with subregional implications i.e., section of the Dokar-N'Djamena highway, includes engineering studies followed by construction of the road to improve access to the sea for the landlocked country of Chad. The project is also designed to improve communications between Nigeria and Northern Cameroon. The objective of the project is to bring the raod to all-weather standard and construct a bridge over the river Chari.

71. The Fotokol-Kousseri road is a vital link for strengthening communications among the three countries of the Lake Chad Basin. Feasibility studies carried out by international consultants indicate the internal rate of return for the road as a whole above 12 per cent. The internal rate of return from the bridge over the river Chari, where excessive waiting times are at present experienced, has been estimated at more than 40 per cent. Total cost of the project is estimated at US$69.32 million ; local financing received or expected US$27,46 million and external financing required US$41.84 million.

Discussions :

72. CCCE (France) expressed their reservation in financing road construction. They are more interested in financing secondary roads accelerating agro-industrial development. At this stage big road construction financing is not accepted because of limited funding resources.

73. In reaction to this, the ECA Executive Secretary said that Africa was losing between 20 to 40 per cent of its food from post-harvest losses because of inadequate transport and storage facilities in rural areas. Neglecting the development of rural roads because their immediate profitability could not be demonstrated, would lead to continued food losses. But if rural roads could be improved, the post-harvest food losses would be reduced to less than 10 per cent.

74. While recognising the relevance of the remarks of the Executive Secretary, the representative of CCCE reiterated the position of his organization on this matter, and wished that other financing sources would take interest in the development of rural roads.

75. ADB Stated that in the absence of the representative of Cameroon it would be difficult to assess the progress and priorities of the project.

(ii) ROP-06-002 : STUDY FOR THE CONSTRUCTION OF THE KRIBI-YOKADUMA ROAD (700 KM)

76. This is a national project with subregional implications providing access to the sea for the Central African Republic through the southern part of Cameroon. On the international level this road will be the beginning of a new east-west road into the centre of the African continent (CAR) and northern Congo.

77. A feasibility study on parts of the Kribi section was carried out in 1978 by CTFT and BCEOM, and indicated satisfactory internal rate of return. The cost of the projects is estimated at US$7.00 millions to be sought from external sources.

78. There were no comments on the pesented project.

(iii) ROP-06-004 : STUDY AND CONSTRUCTION OF THE NGAUNDERE-CHAD BORDER ROAD (313 KM)

79. The project is national with subregional implications in the Douala-Central African Republic corridor. It consists of upgrading the 1973 engineering study and construction of the road. The aim of the project is to build the Ngaundere-Chad border road. Existing studies are incomplete and additional studies should be conducted as a matter of urgency. The Ngaundere-Guidgida section is already asphalted. The road will provide direct all-weather link with southern region of Chad and access to the sea through Douala, thus enabling transport of goods bound for Chad without having to take the longer route through N'Djamena. The cost of the project is estimated at US$3.9 million to be sought from external sources.

80. There were no comments after the presentation of the project.

(iv) ROP-06-009 : STUDIES FOR THE CONSTRUCTION OF THE FAUNBEN-TIBATI ROAD (316 KM)

81. The project is designed to meet the objective of completing the Trans-African Highway. the project has a dual purpose : to construct the missing link of the Trans-African Highway in the United Republic of Cameroon and connect west and east Cameroon by securing the Ngaundere-Douala link. This road is complementary to the railway line and will ease the congestion of the railway line which has experienced a sharp rise in traffic since the opening of the Belabo-Ngaundere section. The total cost of the project is estimated at US$2 million, to be sought from external sources.

82. After the presentation of the project there was no comment from the floor.

(v) ROP-06-010 : STUDIES FOR THE CONSTRUCTION OF THE MELDOUGOU-GAROUA BULAI ROAD (98 KM)

83. This is a national project with subregional implications. It is part of the Lagos-Mombasa Trans-African Highway. The study is for the completion of the Lagos-Mombasa road.

84. After the project presentation there were no comments from the floor.

(vi) RAP-06-001 : INFORMATION ON THE IMPROVEMENT OF THE RAILWAY SECTION ESEKA/MELOUME AND EDEA/ESEKA

85. Realignment of the Douala-Yaounde railway line was necessary due to permanent geographical obstacles. The works started in 1975 and will be completed in 1987. The total cost is approximatively US$366 million.

(vii) RAP-06-002 : CONSTRUCTION OF A WAREHOUSE IN THE UDEAC ZONE AT THE PORT OF DOUALA

86. This is one of the three projects planned for equiping and construction of storage and warehouses in the UDEAC long-term storage zone at the port of Douala. The aim of the project is to improve transit time of goods from northern Cameroon and possibly of Chad and CAR, through the port of Douala. The project consists of :

- construction of open storage areas and a warehouse covering 6.5 hactres ;
- construction of platform along the warehouse near the railway line ;
- purchase of equipment ;
- preparation of specifications and bids.

87. The implementation of the project would enable efficient handling of up to 12,000 tonnes of goods going to or coming from northern Cameroon. The feasibility study has been completed. The cost is estimated at 1.5 billion CFA francs.

88. After the presentation of the project there was no comment from the floor.

CENTRAL AFRICAN REPUBLIC

89. The Central African Republic projects were presented by a representative of the ECA secretariat since the country did not participate in the meeting. Although a total of six projects had been identified during the preparation of this document, four of them in the roads sector could not be presented at this meeting because the project profiles had not been sent to the Secretariat by the country as previously agreed. And as the country was not able to attend the meeting, these were omitted. The two remaining projects, both concerned with inland water systems were presented as a combined project ; INP-08-001/002 : Improvement of Inland Water Transport.

90. The project, expected to be implemented over the five year period starting in 1986, is constituted of nine sub-projects related to the improvement of inland water navigation, shore-based facilities, barge fleets and pusher boats. Its aims are to adapt the river fleet to traffic flow, improve the shore facilities, modernize and extend the facilities and equipment in order to increase the efficiency of the network. The total cost is estimated at CFA francs 7.9 billion all of which is being sought from external sources of financing.

91. Since the country was not represented at the meeting, there was no discussion on these projects.

SUBREGIONAL PROJECTS

92. The two subregional projects in this corridor were presented by the ECA secretariat:

(i) CAR/CONGO/ZAIRE : INP-60-005 - Modification of existing Dam at Mobaye by increasing its Water Falls Height from 5.5 m to 8.5 m and a water fall of 700 m3 per second.

93. This project was jointly conceived by the governments of the Central African Republic, Congo and Zaïre. It aims to improve the navigation on the Ubangi river by expanding the ongoing Zaïre project to construct a hydro-electric dam at Mobaye into a multipurpose reservoir dam which would raise its capacity to 700 m3 per second. The impact of this would be to raise and stabilize the level of the river for the greater part of the year. Thus, improved navigability would result. The additional cost of the proposed modification is estimated to be CFA 3 billion all of which is still being sought.

Discussions :

94. In the ensuing discussions, the representative of UNDP said that UNDP had funded the study which recommended several options including the alternative proposed in the above project. Furthermore, a request for US$100,000 for a topographic study for the project is currently under consideration.

95. A representative of the government of Congo reiterated his government's support for the project as it has a great positive impact on the transport on the Ubangi river.

96. The representative of CCE in his intervention stated that there was a good possibility of funding for the project coming from CCE. They had received request for financing from the Ministry of Transport of the Congo, but had not yet received the necessary confirmation from the Ministry of Planning.

97. On its part, ADB sought further clarification on the status of the project, particularly regarding studies that have been done. The ADB representative indicated that the Bank would be interested in the project if it received further details.

98. The secretariat was requested to obtain and forward the available information to ADB.

(ii) INFORMATION ON PROJECT RAP-08 (FIRST PHASE) BANGUI-OCEAN RAILWAY LINE

99. the long term objective of a railway link is to provide outlets for Central African Republic and Chad while promoting development in the countries through which it passes. The railway link is intended to connect the CAR capital-Bangui and a point in Chad, to be determined, with the port of Douala or a new port to be constructed in southern Kribi at Grand Batanga, or possibly with the Gabonese port of Libreville.

100. Feasibility studies were prepared in 1967-1971 and 1975 by France (BECOM/SOFRERAIL) and Yugoslavia (Institute "Kirilo Savic", Belgrade). These studies are either old or incomplete. The proposed feasibility study should update the previous studies and quantify the benefits of the various possibilities of extending the present railway line, bringing out the new concept of the Bangui Ocean railway line proposed by the four countries. The total cost of the feasibility study is estimated at US$4 million.

101. As a follow-up of the last technical consultative meeting of the Decade railway projects, held in Brazzaville 1985, the Federal Bureau for International Cooperation and Technical Assistance of Yugoslavia (Belgrade) expessed interest in sending a mission to review the feasibility study. Oficcial request from Cameroon and/or CAR are expected.

Additional projects

102. The government of Congo sought to introduce three additional roads projects which were not included in the working document for consideration by the meeting. These are the Pointe-Noire-Brazzaville road, which would supplement the existing rail system ; Ouando-Ouesso and Ouesso-Bomasa roads on which work, previously begun, was suspended as a result of priority changes resulting from the national economic structural adjustment programme. All these three projects would provide a road transport mode for the Pointe-Noire-Bangui corridor.

103. After the presentation of these three projects, it was agreed that the government of Congo would submit the project profiles to the ECA Secretariat for inclusion in the document prepared by the ECA for this meeting. The project profiles were subsequently submitted to the Secretariat and included as an addendum to the document.

Any other business (Agenda item 6)

104. No questions were raised under this agenda item.

Evaluation of the meeting (Agenda item 7)

105. The meeting adopted, with a few ammendments, the evaluation prepared by ECA. The evaluation report is contained in Annex I.

Adoption of the report and closure of the meeting (Agenda item 8)

106. The meeting adopted its report with a few ammendments. The meeting also adopted a vote of thanks to the government of Congo. The text of the vote of thanks is shown in Annex II of this report.

107. The meeting was declared closed by the Congolese Minister of Public Works, Construction, Urban Planning, Housing and Environment, who reiterated his country's total commitment to the principles and objectives of the United Nations Transport and Communications Decade in Africa.

108. The Minister said that he was convinced that the financial institutions and donor countries present at the meeting have noted the problems of the Central African subregion, and that in due course they would give concrete support to the development of transport in Africa.

109. In conclusion, he congratulated all the participants for their contributions to the success of the meeting.

# ANNEX I

## EVALUATION OF THE CO-FINANCING MEETING FOR THE PROJECTS IN CENTRAL AFRICAN TRANSPORT CORRIDORS

The co-financing meeting for projects in the Central African transport corridors was held in Pointe-Noire, the Congo, at the headquarters of the Agence transcongolaise des communications (ATC) from 3 to 5 November 1986.

This meeting was convened in accordance with the decisions of the ECA Conference of Ministers and the General Assembly of the United Nations.

The objective of the meeting was to enable the four countries in the subregion, namely the Congo, Cameroon, Chad and Central African Republic to collectively present to the financial and donor institutions the corridor transport projects for consideration for financing.

A total of twenty eight projects were identified in the following two corridors: the Trans-equatorial corridor linking Pointe-Noire to Chad via rail from Pointe-Noire to Brazzaville, waterways between Brazzaville and CAR and road to Chad; and the Trans-Cameroonian corridor, which has two links. The first link on the Trans-Cameroonian corridor is composed of road links from Bangui and N'Djamena to Ngaoundere and rail from Ngaoundere to Douala, and the second is a road linking Bangui to Douala.

The following projects were presented for consideration.

CONGO

MMP-11-001 : Container Traffic Development along the trans-Congolese Transport system. Estimated cost of 19.8 billion CFA francs. The representative of ADB indicated the project was of interest. However, he felt that for the project to be successful, the river transport facilities must also be improved, particularly in the upper Congo region.

INP-11-001 : Expansion of facilities at the Port of Brazzaville and Construction of Secondary River Ports. Total cost of project is 4.05 billion CFA francs. The project had been modified by the Congolese government. The components concerning the development of ports in the Northern Congo River had been deferred. ADB was interested in the project as originally formulated but expressed reservations about the project as presented by Congo.

INP-11-004 : Development of Timber Component and Log Terminals along the Trans-Congolese Transport system. Estimated cost -8.4 billion CFA francs. ADB indicated that it would be interested in this project if it were integrated with Project INP-11-001, which would from an economically attractive package.

INP-11-005 : Acquisition of a Dredger for Maintenance of the Approaches to the Port Zone of Brazzaville and for Dredging Works in Northern Congo. Estimated cost - 1.2 billion CFA francs. ADB stated that the project, as presented would not interest the Bank, but recommended that it be integrated into Project INP-11-001 along with INP-11-004 to form an attractive package of projects for the development of the river transport and forestry industries. The meeting emphasized that, this being a co-financing meeting, the packaging of several projects into an integrated whole would make the components more attractive to interested financiers.

HAP-11-004 : Rehabilitation of the Outer Breakwater at the Port of Pointe-Noire. Estimated cost - 3 billion CFA francs. CCCE indicated it would allocate 600 million CFA francs towards this project.

RAP-11-001 : Priority Programme for Track Works between Loubumo and Brazzaville. Estimated cost - 5.4 billion CFA francs. There was no reaction from financial and donor institutions on this project.

CHAD

HAP-09-001 : Construction of a Warehouse in the UDEAC Zone at the Port of Douala (Cameroon). Estimated cost -1.5 billion CFA francs further clarifications on the management of the UDEAC zone facilities was given by the representative of UDEAC. The ADB representative indicated that the Bank would be interested in the project if it gets official request and adequate information from the government of Chad.

ROP-09-001 : Rehabilitation of the Guelendeng-Sarh Road. Estimated cost - 5.5 million U.S. dollars and

ROP-09-002 : Rehabilitation of the Baucor-Lai Road. Estimated cost -2.3 million U.S. dollars. ADB indicated that they are associated with the World Bank in the implementation of roads projects in Chad. The two organizations would be interested in both projects.

ROP-09-004 : Study on the Moundou-Lere Road (cost US$2 million) and ROP-09-005 : Study of the Sarh-Abeche Road (cost US$2.5 million). Both projects which concern studies, elicited no reaction from the financiers.

CAMEROON

There was no indication of interest in any of the projects of Cameroon; which were presented by the ECA Secretariat in the absence of the representatives of the country. The projects and their costs are :

ROP-06-001 : Construction of the Fotokol-Kousseri road (30.28 billion CFA).

ROP-06-002 : Study on the Kribi-Yokaduma raod (3.59 billion CFA).

ROP-06-004 : Study and construction of the NgaoundereChad border road (32,29 billion CFA).

ROP-06-009 : Studies for the construction of the Faumban-Tibati road (0.874 billion CFA)

RAP-06-010 : Study for the Construction of the Meidongu-Garoua-Boulai raod (0.380 billion CFA)

RAP-06-001 : Information on improvement of the railway section Eseka/Maloume and Edoa/Eseka (3.76 billion CFA)

HAP-06-002 : Construction of a warehouse, in the UDEAC zone at the port of Douala. (1.5 billion CFA)

CENTRAL AFRICAN REPUBLIC

INP-08-001 and INP-08-002 : Improvement of Inland Water Transport (cost 7.88 billion CFA). This combined project was also presented by the ECA Secretariat in the absence of the country representatives. It received no indication of interest from financiers.

SUBREGIONAL PROJECTS

INP-60-015 : CAR/CONGO/ZAIRE - Modification of the Existing Dam at Mobaye by increasing its Water falls Height from 5.50 m to 8.50 m, to reach a Water fall of 700 m3 per second (cost 3 billion CFA francs). UNDP funded the feasibility study and is currently considering a request for US$100,000 for topographic study. CCE and ADB expressed interest in the project.

RAP-08 : Cameroon and CAR - Information on Bangui Ocean Railway Line. This project was presented for information purposes only since it is still at the conceptual stage.

SUMMARY

Of the 28 projects costing CFA 302.5 billions originally identified for the co-financing meeting, 20 projects costing CFA 129 billions were presented for consideration. Six projects costing CFA 33.6 billions were not considered because the countries concerned had not completed the assembly of all the information required for profiling these projects. Two projects on railways development were presented for information purpose only.

Six of the twenty projects are located in the People's Republic of the Congo - the total cost of these projects was 41.9 billion CFA francs. The financial institutions and donors indicated interest in five out of the six. In terms of cost this represents CFA 36.5 billions out of CFA 41.9 billions or over 80 per cent.

Concerning Chad, interest was expressed on three out of the five projects presented, costing 4.9 billion CFA francs or about 70 per cent of the total cost of 6.9 billion CFA francs.

One regional project costing 3 billion CFA francs also received favourable interest from donors.

In summary, interest was shown on nine projects totaling about 45 billion CFA francs.

The reaction of the participants to this meeting, the first of a series planned for all the 14 land-locked African countries, was generally positive. The Economic Commission for Africa is encouraged to continue with the effort to organize similar meetings for seeking financing for the implementation of the transport and communications projects in the other subregions of Africa.

The government and people of the Republic of Congo and ATC were thanked for facilitating the sucess of the meeting.

# ANNEX II

## VOTE OF THANKS

Participants in the first co-financing meeting on transport corridor projects of Central Africa unanimously agreed that the approach to developing transport through the groupings of corridors projects should be encouraged because it permitted a better understanding of problems.

Considering the warm welcome and hospitality extended to all participants throughout their stay in Pointe-Noire where they participated in the first co-financing meeting on transport corridor projects of Central Africa;

Further considering that such hospitality is but proof of Africa's legendary hospitality;

Thanks sincerely the Government and people of the Congo for the efforts they put into organizing this meeting; and

Further thanks the general management of the Agence TransCongolaise des Communications (ATC) and all its staff for the facilities made available to participants and which helped to make the meeting successful.